GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

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Contents for Week of April 3, 1939. Vol. XVIII. No. 7.

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NOTE TO TEACHERS: Because of the Easter recess in many schools, there will be no GEOGRAPHIC NEWS BULLETINS for April 10. They will be resumed on Monday, April 17.

Photograph by John Patric

HOW THIS LITTLE PIG WENT TO MARKET

Not the wolf, but the dog meant doom to this Moravian porker, held in the dog cart by a rope net. The boy and dog pull together up the hills near Slavkov, in Moravia, central province of the former Czecho-Slovakia. A well fed work dog can substitute there for short-haul trucking (Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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NOTE: A table of data supplementing these sketches appears on the last page.

Bohemia-Moravia Inherited Industries and Ills of Austria

THE two western provinces which were the Czech half of Czecho-Slovakia are closely linked for their mutual benefit. Grain fields of Moravia help feed the more thickly populated Bohemia. Moravia produces hops; Bohemia brews beer. Moravia grows flax; Bohemia spins linen. Moravia mines coal and iron; Bohemia feeds steel to one of the world's giant munitions plants (illustration, next page).

When in 1918 the Czecho-Slovak Republic was molded from fragments of the Austro-Hungarian Empire, the western provinces fell heir to German-speaking former Austrians who eventually made Sudetenland a springboard for Germany's protectorate. But another heritage was a network of industries. The war-baby nation started life with practically all of old Austria's porcelain industry, seven-eighths of its glass works, three-fourths of its cotton and paper mills, two-thirds of the leather factories for gloves and shoes, half of the basic metal industries.

The Bohemian plateau is encircled with wooded mountains whose names figure on travel folders, timber shipments, and newspaper headlines—the Bohemian Forest, the Krkonoše or Giant Mountains, the Sudeten Mountains. Hill towns hum with production of textiles or glass beads or chemicals.

Big cities dominate this region with world-famous names. Praha, the largest, in its thousand years of history has been capital of kingdoms and empires (illustration, inside cover). Plzeň is noted for its beer, and Brno (second largest city) for its textiles. Even some of the little places look large in history: Jachymov, whose baths helped make the world radium-conscious, and Slavkov (illustration, cover), whose other name appears at the peak of Napoleon's power as Austerlitz.

Slovakia, Where Men Live by the Land

THE southern slopes and plains of Slovakia, now diminished by Hungary's and Germany's 1938 slicing, ripen grapes for Slovakian wine, grain for Slovakian mills, and beets for Slovakian sugar refineries. Tobacco is also grown.

But also northern mountains such as the High Tatras, too bleak for extensive agriculture, are productive of wealth. They offer travelers an Alpine atmosphere without the Alps. Where sports cannot lure visitors, spas can. Health resorts are numerous. Slovakia even ships out healing mud in cubes and poultices.

Yielding other wealth than health, the highlands produce lead, copper, and gold. At Kremnica, near ancient gold mines which attracted German exploiters in the 14th century, was Czecho-Slovakia's only mint.

Bratislava, now Slovakia's leading city, has been capital of the Hungarian Empire. Its shipping on the Danube made it the largest port of the Czecho-Slovak States. With liberation from Hungary in 1918, Bratislava became a center of interest in the hardy Slovak's lore and traditions, which had thrived defiantly through a thousand years of suppression. A Slovak university was established there. Attention has turned to the folk art of high-booted peasant women who paint flowers around their kitchens and embroider colorful bands to trim the balloon sleeves and billowing skirts of their Sunday costumes.

Note: See "Czechoslovakia, Yankees of Europe," *National Geographic Magazine*, August, 1938. See also in the GEOGRAPHIC NEWS BULLETINS: "Border Struggle Marks Carpatho-Ukraine as Another Trouble Spot," January 30, 1939; "Slovakia: Eastern Half of Czechoslovakia's Realm and Name," October 31, 1938; "What Czechs Lose, Germans Gain, in 'Sudetenland,'" October 24, 1938; "Czechoslovakia Is a Land of Many Minorities," October 10, 1938; and "Czechoslovakia: Ancient Bohemia Plus," December 6, 1937.

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Photograph by Centropress

HISTORY SCRAWLED ACROSS THE SKYLINE WAS PRAHA'S "HANDWRITING ON THE WALL"

Bohemian kings and princes crowned the Hradčany hill with their proud towers and battlements, but the vast rambling Palace dominating the horizon today is a monument to Hapsburg emperors who held Bohemia as a vassal state. The Palace's recent 20-year career as the "White House" of Czecho-Slovakia's three presidents ended at the Ides of March when Chancellor Hitler moved in. The huge building encloses several courtyards and a captive cathedral, the St. Vitus Cathedral of the soaring spires, beneath which the coronation of Bohemian kings took place. The famous Charles Bridge across the Vltava (Moldau) is lined with statues of saints. Its 600-year-old foundations are protected by log jetties (Bulletin No. 1).

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Uncle Sam Weighs Need for Strategic War Metals

WHILE Congress has been discussing legislation for accumulating stock piles of minerals and other materials necessary for warfare, the United States has realized its lack of so-called "strategic war minerals."

Uncle Sam's last name is Croesus in times of peace, when his vast possessions of raw materials can be augmented by foreign ingredients for maximum industrial production. His vital supplies include an abundance of iron, oil, copper, and coal.

But the maximum production uses up also certain metals imported in relatively large quantities, which in war time might be difficult or impossible to obtain. Outstanding among these are manganese, nickel, chromium, antimony, and tin. To a less extent, aluminum, mercury, and tungsten must be included, too.

U. S. among "Have-Not" Nations in Need for Metals

As a new yardstick of national strength, the power of industry to produce is now as important as the old measures—money, land, and population. The magic of industrial chemistry turns even the most commonplace of Nature's resources into implements of trade, transport, and war. Minerals, long ignored by treasure hunters, have incalculable value in modern industry as a source of peacetime products and national defense, and they take on glamor once monopolized by luxury metals and jewels.

Manganese, for example, is extremely useful in the manufacture of steel. More than 90 per cent of the world's output is consumed by the steel industry. Hard without being brittle, resistant to stress and abrasives, manganese steels are a priceless boon to the high-speed era. Wherever the sound of machinery is heard, these steels are found in gears, chains, dies, railroad switches, locomotive wheels, in crushing and pulverizing machines.

The United States, for its many industries, is a heavy user of manganese, yet produces less than 8 per cent of its needs. It imports one-third of its "ferro-grade" manganese from Soviet Russia. Brazil sends about 25 per cent, and the rest comes mainly from India, the Gold Coast, and Canada.

Nickel, also important to American commerce, must be almost entirely imported. Canada supplies the United States with nearly 90 per cent of this metal that plays such a vital part in stainless steel for railroad equipment, in farm tools, in the chemical trades, in radios, automobiles, airplanes, and ships. Used extensively during the World War as an alloy in armor plate, nickel finds peacetime occupation in such varied lines as the decorative arts and coinage systems. Around the world, more than four billion coins containing nickel, issued by 28 countries, are estimated to be in circulation.

99 97/100 Per Cent of Tin from Foreign Sources

The story of chromium has a similar plot. Uncle Sam accounts for about one per cent of his needs. More than half of the chrome ore used in the United States is from Rhodesia, in Africa, with Cuba a runner-up to the extent of some 15 per cent.

Also a modern-age metal, chromium is without known substitute for the manufacture of certain steels. With other alloys, it gives steel the necessary backbone to maintain a sharp cutting edge at high temperatures and high speed. Besides playing a part in commerce, chromium also assists military efficiency, in the making of projectiles, armor plate, rifle linings, and other inanimate objects that have to stand up in war.

Then there is antimony, from a sulphide ore, whose wide uses as an alloy in a machine-made world include the making of battery grids, chemicals, and paints, cable sheathings, type metal—and small arms and shrapnel. The United States provides 2 per cent of its present requirements. Nearly 70 per cent of imported antimony comes from China, with the rest of the market supplied mainly by Mexico, Germany, and Bolivia.

Of tin, whose biography covers more than 5,000 years of service to the human race, Uncle Sam produces a negligible quantity. Used in containers for food and other materials, this metal is found wherever there is civilization, in ships, trains, motor cars, and airplanes, as well as in the equipment of telephone, telegraph, and water and electric systems. The United States, however, mines but 3/100 of one per cent of the tin which it needs. British Malaya, Bolivia, and other foreign sources account for the rest.

Various methods have been advocated to remedy these deficiencies, which could create an emergency. One would provide for advance government purchase of adequate stock piles of strategic minerals which are now imported. As an additional precaution it has been suggested that funds be given regularly to the Bureau of Mines and the Geological Survey so that they can seek ways in which to make up the shortages—by the further development of "home-grown"

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Carpatho-Ukraine Was "Postscript" Eastern Tip

UNTIL last year, Ruthenia (Sub-Carpathian Russia) was the title of the narrow strip of primitive Carpathian mountain country, hitched to Czecho-Slovakia the year after the latter's formation. The eastern region joined the republic voluntarily as the result of a plebiscite, in which immigrant Ruthenians in the United States cast nearly as many votes as those remaining in the homeland.

Since the loss to Hungary in 1938 of its two largest towns (Užhorod and Mukačevo), Carpatho-Ukraine is rural to the verge of wildness. On Carpathian mountainside meadows, herdsmen in sheepskin coats stand guard against the not infrequent bears and wolves. Foresters hunt wild boar or other game to sell in the village market, or fell trees to float downstream on shallow tributaries of the Tisa. In deep narrow valleys, women in bell-shaped skirts work potato patches.

Chief mineral wealth is rock salt, 300 to 400 tons daily being extracted from the famous Slatinské Doly mine. Brown opals and "Ruthenian diamonds"—glittering quartz picked up along the river banks—are other specialties.

Chimneyless houses plastered blue and green nestle in villages like baskets of Easter eggs, each house fenced with a wooden stockade to keep out winter wolves. Wooden churches, weathered to a silvery gray, have strange Oriental lines, due to onion-shaped spires and a pagoda-like flair in the roofs.

In this little corner of pre-war Hungary, the Czecho-Slovak racial mixture reaches a climax. Minorities include the large population fractions of Hungarians (one-sixth) and orthodox Jews (one-eighth). For the numerous gypsies, a unique school had been provided at Mukačevo (ceded last year to Hungary).

Bulletin No. 1, April 3, 1939.

Photograph by Acme

SKODA FACTORY'S ORDERLY PLATOONS HOLD OFF PLZEŇ'S HODGEPODGE STREETS

Guns for China, cannon for Romania, and defense for the Czecho-Slovak Republic were the output of the gigantic munitions works now 80 years old. But "In Skoda we trust" turned out to be a misleading slogan. This valuable plant of international importance was one of the larger prizes of Germany's conquest. Plzeň (Pilsen), a 600-year-old city, has been a center of Bohemian culture, and for the past century has had wide recognition for its famous breweries.

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Sahara Ensnared in Net of Transportation Lines

"THE world's biggest, fiercest, most death-dealing! Come and look at it! In a 'cage' of bus lines, air lines, rail lines, and automobile highways! And it eats out of a lady's hand!" Thus might the French advertise a monster attraction in their many-ringed circus of French West Africa, the Gargantua of them all—the wild, the untamable, the unconquerable: the Sahara Desert.

For a French woman's name has appeared at the head of an expedition to drive across the Sahara, in a tour from French Algeria southward to the British Union of South Africa.

Filling Stations Dot Ancient Caravan Routes

Already white busses with windows curtained against the blinding glare of the sun and sand haul passengers along ancient caravan trails to desert hotels of sun-baked mud, furnished with white iron beds and chairs on carpeted floors.

Widely scattered signposts point the way through geographical ovens where temperatures average 120 degrees by daylight and tumble after sunset toward the freezing point. Motors follow the signposts' directions, and filling stations follow in the wake of motors (illustration, next page).

Thus a relentless superhuman energy of the machine age subdues desert reaches which formerly were effective barriers to human travel, pitted with doom, littered with tragedies. Its dangers were braved only for the fabulous profits from traffic in desert gum arabic, salt, dates, ostrich feathers and kola nuts of the Sudan, or that basic commodity of Africa's "black ivory" days—slaves.

East-west trade routes have skirted the Sahara since prehistoric times, but motors now purr on the north-south trek across blistering vastness where travel previously has been classified as an expensive way to commit suicide. Libia, Tunisia, Algeria, Morocco all have jumping-off places for trips across the desert which practically blots out life across the top half of Africa, except for a coastal border and a sprinkling of interior oases. Thin threads of caravan trail link the continent's north coast with the tropical commerce of Nigeria and the Cameroons, the Ivory and the Gold Coast.

One of the earlier motor routes south from Algiers was a string of oases famous in desert lore: Laghouat, El Goléa (illustration, next page), In Salah, Bourem, Tombouctou (Timbuktu). Another led through Biskra and Ouargla.

Where Men Wear Veils and Streets Have Roofs

More recently surveyed was the route from Tindouf, an oasis on the high Dra Plateau of western Algeria, to Walata, 800 miles south in the French Sudan. Beyond Tindouf stretches a rocky waste of smooth sandstone, sloping down from the Atlas Mountains. Only occasionally broken with a stretch of rough gravel, the sandstone is remarkably "good going" for motors. The surrounding areas are semi-desert stretches supporting such vegetation as clumps of plantain 50 or 60 yards apart.

Soon enough the route crosses the Iguidi Desert, where sand dunes creep stealthily forward on the strength of swirling winds, gradually obliterating water-holes, and where miniature whirlwinds lift sand skyward to form "waltzing jinns." The eastern edge of Mauritania must be crossed, in spite of the imperfectly subdued Moors, an Arab tribe that is proud of being a bit more cultivated than other

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resources, by new methods of use, and by developing substitutes for minerals scarce within the national boundaries.

U. S. and Soviet Russia Can Meet Most Needs from Own Resources

A step in the latter direction was taken last year when the substitution of silica slag for manganese in a new steel-making process was reported at a meeting of the Iron and Steel Institute in New York City.

In considering mineral deficiencies, however, it should not be forgotten that the United States leads the world in most essential resources. Except for Soviet Russia, this nation is the only industrialized country of continental size which has a good proportion of its supplies in its own backyard.

In the name of national defense, food, power, iron, machinery, chemicals, coal, copper, oil, and other natural "soldiers" could be mobilized into a formidable army of resources.

Note: Some of the centers of supply, both foreign and domestic, from which the United States obtains needed war metals, are described in the following: "Bonds between the Americas," *National Geographic Magazine*, December, 1937; "Bolivia, Land of Fiestas," April, 1937; "The Society's New Map of Canada," June, 1936; "Rhodesia, the Pioneer Colony," June, 1935; "Minnesota, Mother of Lakes and Rivers," March, 1935; "Ontario, Next Door," August, 1932; "Colorado, A Barrier That Became a Goal," July, 1932; "Smoke over Alabama," December, 1931; "Faces and Flowers below the Tropics" (color insert), April, 1931; "Singapore, Crossroads of the East," March, 1926; and "A Longitudinal Journey through Chile," September, 1922.

The Society's wall maps of South America and Canada contain inset maps showing mineral resources of the regions. Single copies of these maps are available from The Society's headquarters at 50¢ (paper) and 75¢ (linen).

See also in the GEOGRAPHIC NEWS BULLETINS: "Zinc: Protector of Fellow Metals," October 10, 1938; "Manganese Puts Sinews in Steel," week of May 9, 1938; and "'Tinny' Things Are Not 'Cheap' Things," week of May 11, 1936.

Bulletin No. 2, April 3, 1939.

Photograph by Eugene Hutchinson

ALLOYS ARE VITAMINS TO MAKE THE STEEL GIANT GROW

Alloy steels, coming into ever-increasing use in the United States, require nickel, chromium, vanadium, tungsten, manganese, and molybdenum among the minerals which give them special qualities, such as toughness. Although Pennsylvania and Ohio produce more than half of American steel, Colorado too can claim recognition for its steel output. Pueblo has the largest steel plant west of Chicago. One of the taken-for-granted products involved in the problem of strategic metals is barbed wire; the Pueblo plant can convert billets of steel into 225,000 miles of barbed wire annually.

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Denmark Makes an Industry of Farming

THE welcome mat is now spread across the United States doorstep for visiting royalty, Crown Prince Frederick of Denmark and Crown Princess Ingrid. The noble Danes from Hamlet's North Sea home are to tour this giant industrial country as good will ambassadors from a tiny agricultural country where farming is a skillfully organized industry.

Danish farmers are among the most effective in the world. Their entire country is about twice the size of Massachusetts. Yet it produces more bacon than any other country except the United States, and exports more butter than any other country in the world. It has approximately the same number of inhabitants as the Bay State, but supports them mainly on the land itself, without the extensive factory and mill developments which pepper Massachusetts.

How is such an agricultural achievement made possible? By a scientific system of intensive, cooperative farming. Four-fifths of Denmark's 16,575 square miles is under cultivation. One-third of the population is engaged directly in farming, and another large fraction is engaged in processing farm products or manufacturing farm equipment.

Inefficient Feudal Estates Divided into Small Productive Farms

Just 151 years ago, Denmark was a land of large feudal estates, each covering many hundreds of acres. These were owned by a wealthy, educated aristocracy and indifferently tilled by illiterate peasants who were forced to labor on the estates where they were born. Wheat was the chief crop, and from lack of crop rotation the yield from impoverished soil was declining. Cheap grains pouring in from America and Russia offered serious competition.

In 1788 the peasants were freed from feudal serfdom, and the agricultural revolution began. Huge estates were parceled out and bought up by small farmers. Today, only one-tenth of Denmark consists of estates as large as 600 acres. The other nine-tenths is divided into medium-sized farms and even small ones of ten acres, well tended by their proud owners. Any responsible adult Dane who has served an apprenticeship in farming can buy a farm of his own if he can pay even one-tenth of the price; the state lends him the rest.

The problem of wheat-impoverished soil was solved by a radical change: from wheat raising to dairying. By raising animals and such forage crops as barley, oats, and fodder beets instead of wheat, farmers enriched the soil. Instead of competing with cheap foreign grains, today the Danes import most of their grains for human consumption.

Cooperative Societies Aid Farmer in Buying and Selling

In 1937 Danish meadows contained more than three million cattle, half of which were dairy cows. When sugar beets have passed through factories where the sweet juice is pressed out, the solid residue is taken back to farms to feed livestock. Cattle are tethered in pastures to crop clean the grass within their reach before being allowed to move on.

Danish farmers readily band together in cooperative societies. When he first began operating his small farm, the independent farmer found he could not cope with competition from the remaining large estates. Butter made by experts on the large estates brought higher prices than his. In 1882 a group of small farmers solved the problem by organizing a cooperative dairy, pooling their milk and equip-

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Arabs—more literary, more pious, quicker to aid the faithful, quicker to despoil the unbeliever, quicker to evade the French military patrol cars from Tindouf.

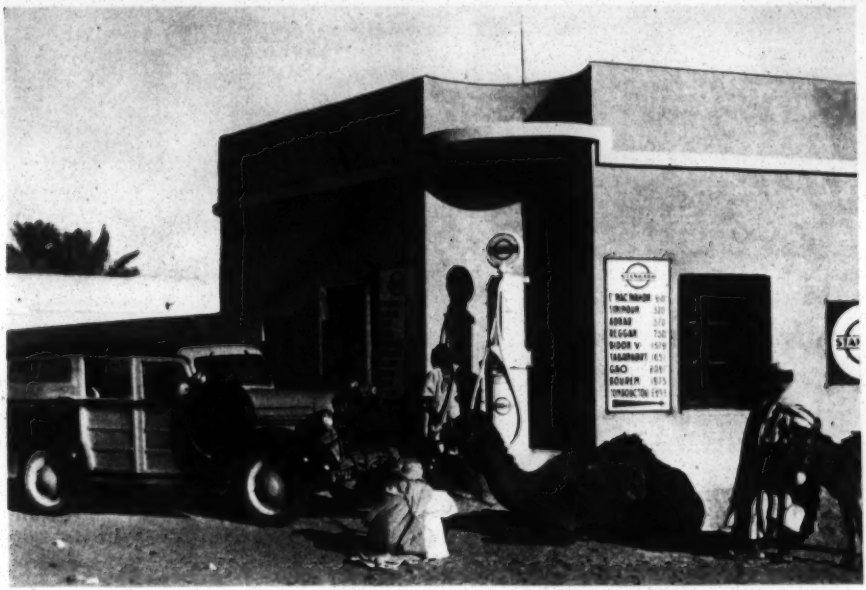
Walata, the southern terminus of the route, is the first habitable spot encountered in the journey longer than that from New York to Chicago. And "habitable" in Walata means less than it would imply outside the desert. For this is a population center only for the Tuaregs, a sturdy Berber tribe in which generations of contest with their greatest adversary—the Sahara—have produced a breed that is keen and quick, with the inhuman endurance of steel. A desert sandstorm is simply their substitute for a bath. These "People of the Veil" have developed a technique of building complicated mud cities of houses several stories high with inclosed stairways, and roofed-over streets lined with cafés and shops. And they have also developed a technique of living in them. Here the women enjoy an unusual freedom, preserving traces of a matriarchal society. The men, fanatically veiled to the eyes, are deadly fighters, although their weapons are crude shields of antelope hide, pointless swords and daggers.

Note: The Society's Map of Africa shows automobile and caravan routes through the Sahara. This map was first published as a supplement to the June, 1935, issue of the *National Geographic Magazine*. Separate copies can be had from The Society's Washington, D. C., headquarters at 50¢ (paper) and 75¢ (linen).

See also "Trans-African Safari," *National Geographic Magazine*, September, 1938; "Fez, Heart of Morocco," June, 1935; "Three-Wheeling through Africa," January, 1934; "Flights from Arctic to Equator," April, 1932; "Beyond the Grand Atlas," March, 1932; "Cirenaica, Eastern Wing of Italian Libia," June, 1930; "Through the Deserts and Jungles of Africa," June, 1926; and "Conquest of the Sahara by Automobile," also "Timbuktu, in the Sands of the Sahara," January, 1924.

See also in the GEOGRAPHIC NEWS BULLETINS, "Medieval Crusader-Type Native State Found on African Safari," week of April 4, 1938.

Bulletin No. 3, April 3, 1939.



Photograph by Lawrence Copley Thaw

THIRSTY MOTORS AND PANTING CAMELS SEEK THE SAME OASIS

With the nonchalance of a street-corner filling station, a gasoline pump refuels desert-crossing trucks at El Goléa, well into the Sahara, 1,300 miles south of Algiers. The feathery date palms (left), the camel resting beside his driver, and the small donkey are clues to the unusual situation of this ordinary-looking gas station. The donkey driver (right) is veiled to the eyes, after the Tuareg fashion of desert-dwelling men. Signposts, with distances in kilometers, are a roll call of exotic desert names, from Timimoun to Tombouctou (Timbuktu).

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Sheik Said, French Foothold in Arabia

A TINY peninsula jutting from the southwest tip of Arabia looms large on the international horizon, as reports from France discuss a formal occupation of the territory known as Sheik Said.

Sheik Said is located on the north shore of the Red Sea strait of Bab el Mandeb, just across from the strip of North African coast—between French Somaliland and Italian Eritrea—which was reoccupied by France two months ago. The territory would give France a strategic position on both sides of the strait, commanding the Red Sea outlet on the Gibraltar-Suez Canal-Red Sea route to the East.

Left Over from Early Suez Canal Venture

The high peninsula with beach sloping sharply to a sheltered bay was bought from an Arab sheik named Said about 70 years ago, by a French company of Marseille which established there the Roubeau "factory," or trading station, in connection with the opening of the Suez Canal. Later the company transferred its interest in the region to the French Government. On this transaction France bases her present claim.

During hostilities between Germany and France in the third quarter of the last century, the port of Sheik Said became an official coaling station for French warships which had been refused permission, on grounds of neutrality, to use the near-by British port of Aden. The original French settlement was short-lived. The building erected by the Marseille firm was abandoned after the Franco-Prussian War of 1870.

After the French moved out, the Turks moved in. From then on the land of the Arab Sheik Said—who gave the country its name and whose tomb is still to be seen there—appeared only intermittently in international affairs. During the Italo-Turkish War of 1911 over the North African states of Tripolitania and Cyrenaica, Italians bombarded the Turks in the port of Sheik Said.

Arabs Moved in without Opposition after Defeat of Turks

Shortly after the beginning of the World War, the British attacked Sheik Said with three Indian infantry battalions and drove the Turks inland. But the next year the Turks returned, and used it as a base for unsuccessful operations against the British-held island of Perim, in the Strait of Bab el Mandeb. After the Armistice, the Turks withdrew altogether from Arabia, leaving Sheik Said on its own again.

Today, this area is occupied by Arabs from Yemen, next door. Some maps show the little region inside the Yemen border, but on large-scale charts it appears as a curved peninsula whose land frontier is shared by Yemen on the West, and by the British colony of Aden on the east.

In terms of geographic strategy, if France should carry out suggested plans for reoccupying Sheik Said, she would be the only nation with a foothold on both the African and Arabian banks of the Strait of Bab el Mandeb. Other European-held spots along these coasts are Perim, the British fortified island, and the Italian island of Dumeira, ceded to Italy by France in 1935 under an agreement only recently repudiated by the Italians. The British telegraph station on Perim is linked by a short cable with Sheik Said.

Bulletin No. 5, April 3, 1939.

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ment. Today, Danish farmers operate more than 1,400 cooperative dairies (illustration, below), 60 cooperative bacon factories, numerous slaughterhouses, and purchasing and export societies—all cooperative.

Fishing Supplements Farming on Western Coast

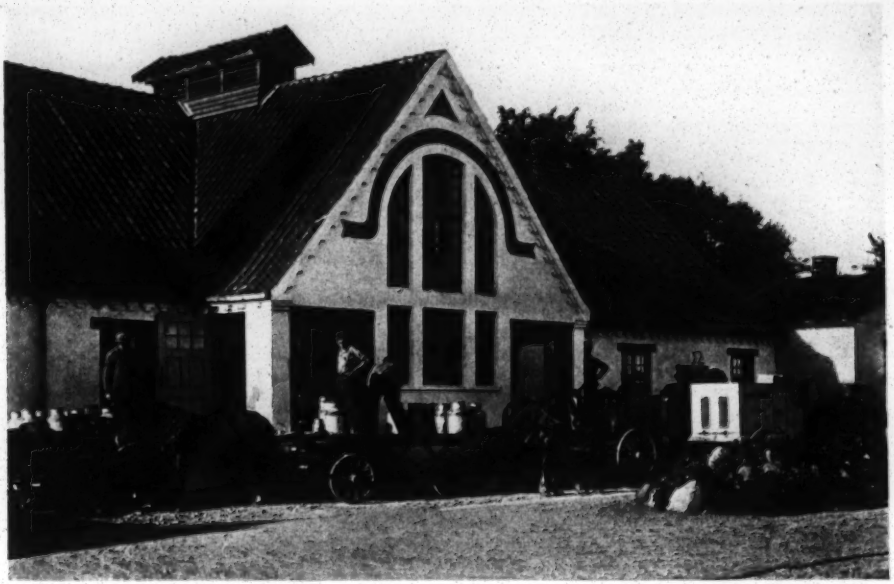
Some of agricultural Denmark's most fertile fields lie on its eastern islands of Sjaelland (where Copenhagen is located), Fyn, Laaland, and Falster. In eastern Jutland one sees typical rolling Danish landscape, green with beech woods, studded with small lakes, and divided into small neat farms which give every evidence of prosperity and contentment. In the barn stands the latest farming equipment. Inside the red-tiled white farmhouse one finds telephone, radio, and electric stove. In this part of the country, potatoes, oats, barley, rye and wheat thrive.

In the northern tip of Denmark and in the heath plains which make a vertical stripe down the center of the country, the soil is not as good for crops, and here one sees hayfields and quantities of red cows in the green pastures. The country's sandy west coast is not important agriculturally. The salt mist that blows inland would discourage vegetation if the sand did not. In small patches of land between shifting sand dunes, a few cattle are raised, but most of the inhabitants supplement farming by fishing.

Note: Additional views and descriptions of this cooperative-conscious kingdom are found in "Royal Copenhagen, Capital of a Farming Kingdom," *National Geographic Magazine*, February, 1932; and "Denmark and the Danes," August, 1922.

See also in the GEOGRAPHIC NEWS BULLETINS, "Tiny Denmark, a Big-Bridge Builder," week of November 1, 1937.

Bulletin No. 4, April 3, 1939.



Photograph by Jonals Company

WHERE COOPERATIVE HONESTY IS THE BEST POLICY

Through their 1,400 cooperative dairies, the small dairymen with limited herds market nine-tenths of the butter exports with which their country leads the world market. Great Britain, along with Danish bacon and eggs, takes annually 50 million dollars' worth of butter, and Germany, Sweden, and Norway are also ready markets. The first dairy "co-op" started in 1882, and there were 700 by 1890. The sign over the door shows that this one was among the pioneers, with 1888 as the date of founding. Now 86 per cent of all the cows in Denmark—and they are nearly as numerous as people—are cooperative dairy contributors.

TABLE OF DATA ON THE FORMER CZECHO-SLOVAKIA

	Bohemia-Moravia	Slovakia	Carpatho-Ukraine
1938 Area	28,717 square miles	18,921 square miles	4,871 square miles
1939 Area	19,325 square miles	14,836 square miles	4,283 square miles
Present Size, Comparable to	2 Vermonts	2 New Jerseys	½ New Hampshire
1938 Population (Est.)	10,897,000	3,551,800	814,000
1939 Population	6,804,876	2,450,096	552,124
Capital	Praha (850,000 people)	Bratislava (143,000 people)	Chust (20,000 people)
Racial Elements	Czechs, Germans, Poles, Jews	Slovaks, Hungarians, Czechs, Germans	Ruthenians, Hungarians, Jews, Czechs, Gypsies, Romanians
Schools (1936)	12,193 Czech University, Praha, founded 1348	4,470 Slovak University, Bratislava, founded 1919	831
Geographic Features	Bohemian Plateau in west within horseshoe of mountain ranges; Moravian highlands sloping to Morava River basin	Knot of mountain ranges fraying out toward the Danube in the south; Vah the chief river	North boundary along crest of Carpathians; highlands slope south to Hungarian plain
Chief Resources	Coal Iron China clays Thermal springs Silver Radium ores Graphite Gold Agricultural products Timber	Iron Asbestos mines Gold Lead Copper Petroleum Mineral springs Farm products Water power (potential)	Rock salt, chiefly from Slatinské Doly mine Timber, floated in rafts down rivers on crest of artificial wave created by breaking temporary dams of wood Brown opals
Chief Occupations	Manufacturing and industries (for 38 per cent of people) Brewing Mining Lumbering and farming (for 27 per cent of the people) Cattle breeding	Agriculture (for 57 per cent of people) Wine-making Mining Stock breeding	Lumbering and farming (for 73 per cent of the people) Herding on alpine meadows Hunting wild game
Chief Products for export	Iron and steel products Munitions Cotton and woolen goods Glass and china Shoes and gloves Coal Timber Paper Grains, malt, and hops Sugar Beer	Wine Leather Foodstuffs Minerals and metals	Salt Lumber Wood alcohol Charcoal
Chief Foreign Transportation Connections	Water traffic northward through Germany over Elbe and Oder Rivers Airlines to chief European cities Railroads and highways to Germany and Poland	Water traffic through Hungary on the Danube Railroads and highways to Germany, Hungary, and Poland	Railroads to Hungary, Poland and Romania Railroad to Slovakia across Hungary Highways into Slovakia and Romania
Previous Governments	Governed for four centuries under Hapsburgs as part of Austria Formed Czecho-Slovak Republic October 28, 1918	Governed for thousand years as part of Hungary Joined with Bohemia-Moravia Republic	Included in Hungarian Empire until 1918; cast its lot with Czecho-Slovaks in 1919, and joined officially in 1920